MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0142	**Your Ref:**	P/2026/0142
Date:	13/04/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: MATERION A GADWYD YN ÔL YN DILYN CANIATÂD CAIS AMLINELLOL P/2022/0543 (MYNEDIAD, YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – CODI ANNEDD A GAREJ AR WAHÂN / RESERVED MATTERS PERSUANT TO OUTLINE PLANNING PERMISSION P/2022/0543 (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF DETACHED DWELLING AND GARAGE

LOCATION: LAND TO THE REAR OF 5 QUEEN STREET, QUEEN STREET, RHOSLLANERCHRUGOG, WREXHAM

I refer to your consultation / email dated 23/03/2026 in respect of the above.

General

The proposed development relates to the reserved matters pursuant to outline planning permission ref: P/2022/0543 for the erection of a single detached dwelling and garage.

Access

The proposed development is located on an unadopted road accessed off Duke Street. Duke Street is an unclassified, residential road subject to a 20mph speed limit.

Any proposed / existing access onto Duke Street would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge. Visibility is inadequate at the existing junction onto Duke Street providing splays of approximately 2.4 x 18m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary walls / 3rd party land.

The existing unadopted road ranges in width between approximately 9 – 10m and is surfaced with loose bound materials. There is no formal turning head at the southern end of the road but is capable of accommodating the turning movements of cars / medium sized vans. The unadopted road already serves around 10 existing properties.

Despite the above issues, permission for the erection of a single dwelling was allowed on appeal on 16/02/2017 (Appeal Ref: APP/H6955/A/16/3161345) followed by a later outline permission (ref: P/2022/0543) granted on 19/12/2023.

Public Footpath

PROW No. 49 – Rhos provides a pedestrian link at the southern end of the site running alongside the proposed development site between the unadopted road and Hill Street to the south and should not be interfered with. The LHA strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

The footpath link includes a kissing gate and barriers located alongside the existing access serving the development site. If the application is supported, the LHA recommend that suitable conditions are included as follows:-

- Any gates erected at the access must open into the development site and not exceed 1m in height above the level of the unadopted road / public footpath.

- Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the unadopted road / public footpath for a distance of 2.4 metres measured back from the proposed gates alongside the public footpath south of the existing kissing gate. Adequate pedestrian visibility shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction.

The above detail will provide adequate intervisibility between vehicles accessing the site and pedestrians.

Parking & turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site.

The proposed 3 bed dwelling would require a maximum of 3 spaces in accordance with LPGN 16 requirements.

The submitted layout plan (Drg. No. 71459.1001) indicates provision for at least 2 cars which would be considered acceptable. However, the proposed layout does not provide turning provision within the site which would be beneficial. Turning provision was previously indicated in respect of planning application ref: P/2022/0543 - Drg. No. G085/002).

The provision of a suitable turning area within the site would maximise visibility between vehicles exiting the site / pedestrians using the public footpath running alongside the site. **The LHA recommend that a suitable turning facility is provided at the site.**

Conclusion

In conclusion, the LHA recommend the applicant provides the following information:-

- **Layout Plan indicating the following:-**

  Visibility

  Any gates erected at the access must open into the development site and not exceed 1m in height above the level of the unadopted road / public footpath.

Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the unadopted road / public footpath for a distance of 2.4 metres measured back from the proposed gates alongside the public footpath south of the existing kissing gate. Adequate pedestrian visibility shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction.

- **Parking & turning Provision**

  Adequate parking & turning provision will need to be provided within the curtilage of the site.

  The submitted layout plan (Drg. No. 71459.1001) indicates space for at least 2 cars which would be be considered acceptable. However, the proposed layout does not provide turning provision within the site which would be beneficial. Turning provision was previously indicated in respect of planning application ref: P/2022/0543 - Drg. No. G085/002).

  The provision of a suitable turning area within the site would maximise visibility between vehicles exiting the site (in a forward gear) / pedestrians using the public footpath running alongside the site. **The LHA recommend that a suitable turning facility is provided at the site.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.49 - Rhos passes alongside development site and should not be interfered with. The LHA strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 / 171 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*

9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical